(b) if so, in what manner this policy is being observed by the Railways during the last two years and how it is proposed to be observed in 1989-90?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The Sectoral goods Transport Targets at the National level are decided by the Planning Commission. The targets fixed for and actual loading by the Railways are given below :

(In million tonnes)

	Target	Actual
1986-87	294.00	307.3
1987-88	316.00	318.5
1988-89	332.00	Under compilation
1989-90	345.00	..

DTC Fares

1899. SHRI MAHENDRA PRASAD : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that the Delhi Transport Corporation Propose to increase the fares in order to overcome the losses perennially suffered by the DTC;

(b) if so, the precise circumstances, warranting the decision, indicating the losses suffered by it during the last 3 years;

(c) whether Government have caused an indepth inquiry into DTC affairs to find facts about the reasons for losses; if so, the outcome thereof; and whether most of the buses are being run in dilapidated unkept condition, which are rather hazardous for passengers and present environment pollution hazardous ; and

(d) what steps are being taken by Govt. to improve the conditions ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) DTC has made a proposal to the Government for rationalisation and the revision of fares.

(b) No decision on the proposal has been taken. The losses suffered are as folllows :

(Rs. in crores)

	1986-87	1987-88	1988-89 (Provisional) April, 1988 to February, 1989
1. Working loss . .	38.63	45.96	50.94
2. Depreciation . .	11.69	11.96	12.71
3. Interest . . .	11.94	20.96	32.30
4. Net loss . . .	62.26	78.88	95.95

(c) The financial performance of the DTC is periodically reviewed and reasons for the losses analysed, which reveal that the main reasons for the losses have been its low fare structure, coupled with rapidly rising cost of operation. No bus is allowed to run in dilapidated condition. As for smoke emission, the DTC has a regular system of checking smoke emission levels and no bus is outshedded if it emits excess smoke.

(d) As for private busses that run under DTC are allowed to ply only when it has a vehicle fitness certificate issued by the concerned transport authority. As and when any private bus is found by checking squad as not adhering to the conditions of upkeep, the operators are asked to rectify the fault, failing which strict action is taken.

Rajdhani Express to Bangalore

1900. SHRI H. HANUMANTHAPPA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to introduce a Rajdhani Express to Karnataka Capital;

(b) if so, by when ; and

(c) if not, what are the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No. Sir.

(b) Does not arise.

(c) Rajdhani group of trains are primarily intended as overnight services,. An overnight service from Bangalore to Delhi is operationally not feasible.

Inadequate staff at Indian High Commission at London

1901. SHRI H. HANUMANTHAPPA : Will the Minister of EXTERNAL AFFAIRS be pleased to state ;

(a) whether Government are aware that the staff at present posted at the Indian High Commission in London is totally inaequate to meet the day to day requirements of the Commission; and

(b) if so, what steps Government propose to take in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO) ; (a) and (b) Staff strength of all the Indian Misssions abroad, including the High Commission of India, London is kept under constant review and additional staff is provided as and when necessary.

Proposals of the Railway Reforms Committee

1902. SHRI H. HANUMANTHAPPA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Railways Reforms Committee has proposed creation of four more zones:

(b) whether creation of a south Western Zone with Bangalore as Head quarters is one of them ; and

(c) what is the probable period by when these recommendations are likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) ; (a) and (b) Yes, Sir.

(c) Due to severe financial constraints, the Railways are not considering creation of any new Zone for the present.